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TIME TABLE

Week Days.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " " " "	" " " "
10.00 " " " "	" " " "
11.30 " " " "	" " " "
12.45 p.m. to 1.15 p.m.	" " " "
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NIGHT CARS.	
8.50 p.m. and 9.00 p.m.	9.30 to 11.00 p.m.
11.00 p.m. to 11.45 p.m.	Every Half-Hour
SUNDAYS.	
7.30 a.m.	to 10.30 a.m. Every 15 minutes
10.30 " " " "	" " " "
11.30 " " " "	" " " "
12.00 noon to 1.00 p.m.	" " " "
1.00 p.m. to 3.30 " " "	" " " "
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8.00 " " " "	" " " "
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8.50 " " " "	" " " "
NIGHTS CARS at Week Days.	
Extra Car at 12 Midnight.	

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Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro Order representing Bank Notes.
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General Managers. [1463]

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TIME-TABLE.

On and after WEDNESDAY, 18th DECEMBER, 1917, until further Notice.

DOWN TRAINS.

Stations	No. 4 Through Express a.m.	No. 7 Local a.m.	No. 9 Through Express a.m.	No. 11 Local a.m.	No. 13 Through Express p.m.	No. 15 Local p.m.	No. 17 Through Express p.m.	No. 19 Local p.m.	No. 21 Through Express p.m.
CANTON (Yat Yai)	dep. 7.25	dep. 7.35	dep. 7.45	dep. 7.55	dep. 8.05	dep. 8.15	dep. 8.25	dep. 8.35	dep. 8.45
Sheung Shui	arr. 7.45	arr. 7.55	arr. 8.05	arr. 8.15	arr. 8.25	arr. 8.35	arr. 8.45	arr. 8.55	arr. 9.05
Yuen Long	dep. 7.55	dep. 8.05	dep. 8.15	dep. 8.25	dep. 8.35	dep. 8.45	dep. 8.55	dep. 9.05	dep. 9.15
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SERIOUS CHARGE AGAINST A CHIEF OFFICER. FORCIBLY TAKING OVER COM- MAND OF A SHIP. ADDRESSES FOR DEFENCE AND PROSECUTION.

The Court of Inquiry into the conduct of Mr. N. G. Major, while Chief Officer of the s.s. *Manapouri*, was resumed; yesterday, at the Marine Court, when the addresses for the defence and prosecution were delivered. The Court was composed of Commander Beckwith, R.N. (president); Commander F. Gibson, R.N. (H.M.S. *Tamar*); Captains B. A. Biers, T. A. Mitchell and W. Davidson, R.N.R.

Mr. C. G. Alabaster (instructed by Mr. J. H. Gardiner) appeared for Captain Wilson, the complainant; and Mr. W. F. L. Shenton, for Mr. Major, the defendant. Captain Wilson was recalled by Commander Beckwith.

Commander Beckwith—Captain Wilson, how did the extraordinary document which was said to have been given you, the Master of the *Manapouri*, by the Second Officer, come into your possession? Captain Wilson: I was asked to resign from the *Manapouri* on the 4th of January, and I did so, in writing. I stated that I resigned only until such time as Mr. Moller, Mr. Williamson and I were satisfied that the charges of drunkenness which had been made in the report and of the occurrences on the day in question were proved to be false. On Saturday, the 5th January, I signed off and paid off the crew on board ship. My clothes had been packed, and I was ready to go ashore in the evening. At 5 p.m., or thereabouts, I was in my room getting ready to leave the ship when the Second Officer, Mr. Nicholas, came to my room. He asked me for a reference. I replied: "What's the use of a drunken Master's references to you? You have signed a report with others that I was drunk and incapable on Nov. 12th." The Second Officer replied: "I have not done so." I said: "You have; I saw your signature in the report." He answered: "Yes; I signed to what I have seen—that you were very excited." I said: "No; it was different. Surely you read the report? It was written on a sheet of foolscap." He answered: "I was told about it; I signed my name before I saw it." I said: "All right, if you want a reference I will give it to you. I don't wish to damn your career." I then went into the chart-room and wrote out a reference, which I gave him. I then told him: "If what you said is true write it down. I have resigned from the ship; you have got your reference; I have no further influence over you. As far as I am concerned you can all go to—." I then went into my room to put on my overcoat. When I returned to the chart-room the Second Officer was in the act of tearing up a sheet of paper and muttered: "This won't do." He then wrote this testimonial—if I might call it such—and brought it to me in my room, saying: "Captain Wilson, it was not my business, but I would have told you six months ago that that d—d low (pointing to the Chief Officer's cabin) was working against you." He also added: "I told them they were dirty swine to be so friendly to you and your wife when they were working behind your back." The Second Officer then left me. When he was going away I told him I would like to see Mr. Clark, the third engineer.

Commander Beckwith—Did you mention to him about getting a job on a river boat? Witness: No.

Commander Beckwith (to Mr. Shenton)—The Court would like to see the report submitted by Mr. Major to the owners.

Mr. Shenton—It is in Shanghai. If the Court wishes I will wire for it at once.

Commander Beckwith—Yes, the Court wishes it.

Mr. Alabaster (to Captain Wilson)—About certain other incidents outside of Tuesday, 12th November, is it true that you were under the influence of liquor? Witness: Absolutely false.

Mr. Shenton then addressed the Court. He said that serious allegations had been made against Captain Major which might have a very serious effect on his career. It was not the wish of his client to put forward any legal technicalities, but simply a statement of the bare facts. The charge was one of mutiny—nothing more or less. The question was not one of right or wrong manoeuvre at any particular moment, but whether, having regard to the circumstances in the case,

the conduct of Mr. Major was justified. They had to take into consideration the duty he owed to his ship, to the owners, and to the passengers. Captain Major had acted under peculiar circumstances, when the sea was stormy and there appeared to be grave danger to the ship. Captain Major committed—in the words of Captain Wilson—one of the most serious things. He would go further and say it was the most serious offence to commit on board a steamer. But what were the circumstances? Who was Captain Major? Captain Major was an officer of over forty years' experience and held a Master's certificate for twenty years. His character the Court had already heard; they had also had some indication of the sort of man he was from a newspaper report of a certain incident on a steamer in which he played a part. It was only fair, therefore, to approach the case from that point of view. Would Captain Major with his vast experience commit the act he was alleged to have committed unless there was some foundation for what he did? The line of the prosecution was that the incident on the day in question was the outcome of a long-continued conspiracy on the part of Captain Major. Captain Wilson stated in Court that he was cognisant of the conspiracy. Yet he had done nothing, though the ship touched at Saigon, made two trips to Java, came back again to Saigon, and eventually returned to Hongkong. Till thirteen days had passed, Captain Wilson did not take any steps. He was going to show the Court how Captain Major arrived at his decision on the night in question. If the case were one of mutiny then the whole crew were in it—they were all in league in a serious mutiny. Did that sound probable? Captain Major had been given only twenty-four hours' notice to attend the Court and answer that serious charge. Could it be possible for him within that time to make up such a story, which approached very near a fairy tale? The crucial point was—Was there a green and white light to be seen and was there a ship passing at the time? Who were the witnesses called to support the charge of contemplated conspiracy and actual mutiny? They were Captain Wilson himself, Mrs. Wilson, and Mr. Hurley. On the other hand, who were the witnesses for the defence? They comprised the deck, engine-room and the Chinese staff, who were all in favour of Captain Major. It was a notable thing, this amalgamation of all the ship's departments to give evidence when they had nothing to gain from either side. Mr. Hurley, he submitted, was not only a witness for Captain Wilson, but acted as his agent. Mr. Hurley went round the various departments of the ship with a petition, evidently under the orders of Captain Wilson himself, trying to procure signatures against the drunken incident. Looking over Mr. Hurley's evidence, he found that the first part consisted of certain conversations he had overheard from various members of the crew, derogatory to the members of the crew themselves. There was much in that, the object being to create disaffection between the witnesses called by the defence. The next part was a more serious matter, and was the sub-stratum of the prosecution. It showed a spirit of enmity, of spite. He referred to the slinging of mud at Mr. Green. It was particularly serious, because it was absolutely immaterial as far as the case was concerned. There were certain allegations of misconduct against Mr. Green, which, if they were true, would ruin his whole family life. But they were false, utterly false, and only showed a spirit of enmity and spite; and that, he submitted, was the foundation of the whole charge. Why was Mr. Hurley giving evidence for Captain Wilson against Mr. Major? The answer was plain and simple—because Captain Major persecuted him that was where the spite came in. Mr. Shenton submitted that Mr. Hurley's evidence clearly indicated that there was some special motive against Captain Major. There was a great deal more in the prosecution than the mere dividing of whether he was right or wrong. For Mrs. Wilson—Mr. Shenton said—he could only say one thing, and that was that he had the greatest admiration for her. He felt he could say nothing too strong in her favour. She was the wife of Captain Wilson; she came to the Court and stood by him; Captain Wilson had lost his job; but Mrs. Wilson came to that Court to give evidence and support her husband. What he wanted to know was, what was Mrs. Wilson doing on the bridge all the time? Was she the Captain? She admitted she had ever known, and he failed to see why Mrs. Wilson was on the bridge all that time, except that she went there with one object. The first part of Captain Wilson's evidence in chief was with the object of showing that he was a man of high standing, of great ability; and that it was impossible for him to lie. The same could be said of Captain Major, who was now Captain of the same steamer on which he was formerly chief officer. They knew that Captain Wilson on several occasions had consulted Captain Major. On several other occasions Captain Major piloted the ship through various harbours and ports. Mr. Shenton submitted that, in theory if not in practice, Captain Major was as much Captain of the ship as was Captain Wilson. Why was there no entry in the official log of the conspiracy which Captain Wilson informed the Court he was aware of? The incident occurred on the 12th November, and it was up to Captain Wilson to go to the British Consul at Saigon when the ship arrived there and register a protest, which would have resulted in Mr. Major being taken off the ship and sent to Hongkong. No protest was lodged; the ship made several voyages to Java and back and finally arrived in Hongkong, but no report was made. What about

the insurance companies? A most serious offence had been committed and no notice whatever had been taken of it. On the 4th of January, Captain Wilson resigned. Was an official inquiry asked for? No; not for thirteen days, and then Captain Wilson submitted a report which showed that it had been written by a man of law. If Captain Wilson had been genuine in his conduct he would have written out the report himself at once. The reason why there was no immediate application for an inquiry was because Captain Wilson dared not ask for an inquiry till he was forced to do so. When Captain Wilson was asked why he applied for the inquiry, he replied: "Because Major is talking"—not because a serious offence was committed on board; but because Mr. Major had made it hot for him. Was that a genuine case? There was no question that Captain Wilson was drunk on the night of the incident, and that was the reason why Mrs. Wilson was standing on the bridge. What had the engine-room or the Chinese staff to gain by this charge? Nothing. Then there was no entry in the scrap log. Was it not a matter for surprise, the manner in which Captain Wilson regarded the conduct of Mr. Major, if his story were of no consequence? Was it possible for Mr. Major and Mr. Green, who had been so rigorously cross-examined, to repeat a fairy-tale, concocted in the brain of one man, without breaking down and helplessly compromising themselves? Referring to the *Laertes* incident, Mr. Shenton said it was not possible that Captain Jenkins, the master, would have given Mr. Major the testimonial he possessed, unless he fully deserved it. Captain Jenkins was one of the clipper shipmen of the old school—a man of iron discipline and had Mr. Major done what he was alleged to have done, he would have received short shrift. As regards the *Bulladore* incident, the Court had heard the account written in the papers of 24 years ago. Mr. Macartney, in his evidence, had nothing to say against Captain Wilson except that he had been courteous and kind. He had never seen him drunk, except at Soerabaya.

Mr. Alabaster—Did not Mr. Macartney say "under the influence of liquor"?

Mr. Shenton—Yes; you are right. Mr. Macartney's definition of being drunk was to be found creeping on the grass. (Laughter.)

Continuing, Mr. Shenton dealt with the written testimonial given to Captain Wilson. They had heard Captain Wilson's statement and they had heard the Second Officer's statement. The Second Officer wanted a reference for the purpose of getting a certificate. If the Second Officer's statement were true, then that document was obtained by Captain Wilson under most despicable circumstances. The Second Officer had been paid off. He went ashore, had a good time, and, on his return, possessing a sailor's good heart, was ready to help anyone and so wrote out the testimonial. Assuming that the evidence against Mr. Major showed that he was wrong in every possible respect, he did his duty on behalf of the crew, on behalf of the owners, and on behalf of the passengers. Did the owners blame him? No, they gave him command of the ship. In conclusion, Mr. Shenton submitted that the charge against Mr. Major had not been substantiated and should be dismissed.

MR. ALABASTER'S SPEECH.

Mr. C. G. Alabaster, addressing the Court for the prosecution, said that his learned friend had given them an intellectual treat and delightful character sketches of each witness. But that was all. He would, however, deal with facts, leaving character sketches in the more skillful hands of his learned friend. One of the most striking facts was that the Court was called to inquire into the conduct of Mr. Major during a certain period which occupied, perhaps, about five minutes on the night of the 12th November, 1917. He was charged with having wilfully disobeyed the lawful commands of the Master and with taking the ship out of his hands. Now to such a charge there were various defences. Mr. Major might have denied the charge *in toto*, or he might have pleaded the agony of the moment. He did not do so. It was proved by certain scraps of evidence that the plot had been hatched over a considerable period of time. They had been told by Mr. Nicholas that he had known of the plot months ago. Mr. Hurley, when he left the ship, gave a gentle warning to the Captain. They had heard, in reply to questions from the members of the Court, that the iron had been cleaned and polished up to put the Captain in them. They had been told that Mr. Major and Mr. Green had planned that should Mr. Major call on him, Mr. Green was to obey his orders as Master of the ship. It all pointed to the fact that that mutiny had not been the spur of the moment, but that it had been in the process of incubation for a very considerable period of time. Now, did that not prove that there was a concerted and planned mutiny on board? That was why they attempted to justify their conduct. That was why they arrived at a decision that they must try and convince the Court that Captain Wilson was so drunk on that occasion that it was necessary for them to mutiny in that way. What evidence of drunkenness had shown one single instance of a glass of spirits being in the Captain's hand or near him. They had control of the ship. They called as witnesses the officers, their co-conspirators—they called the compradore, but no attempt was made to bring a steward to say he served Captain Wilson with drinks the whole day. They

did mention a steward, but only to show that there was one order given for coffee. Captain Wilson, a man who had been up all day and night, had only one cup of hot coffee. Mr. Green and the Chief Engineer testified to it. Mr. Major stated that Captain Wilson drank several cups of strong black coffee. Then they said that Captain Wilson was hanging on to the rails of the ship, not because it was rolling but because he was intoxicated and would have fallen down. There they again tied themselves into a knot, as all people who told untrue stories did. They said Captain Wilson was hanging on to the rails because he was drunk and was afraid of falling over. But they all stated that Captain Wilson was jumping about the deck, that he jumped to the telegraph and struggled with the Chief Officer. They also stated that he went down to his cabin. They floundered because they could not tell the story. Continuing, Mr. Alabaster submitted to the Court that the statements of those witnesses were entirely untrue, but inevitable as their only possible excuse, except perhaps the plea of guilty, which they could have offered. There were only two instances where all depended to the same facts. One was the Soerabaya instance, which was denied by Mr. Hurley absolutely when he threw the charge in Mr. Major's teeth that he did not see Mrs. Wilson throw a jug of water in Captain Wilson's face. It was also denied by Captain and Mrs. Wilson. Though the expert, Mr. Macartney, stated that Captain Wilson might have been under the influence of liquor. Then with regard to the Gap Rock incident, he asked the members of the Court to read the evidence and deduce any sign of anyone being under the influence of liquor, except Mr. Major. The next witness he had to deal with was Mr. Nicholas. Mr. Nicholas said he pointed out Gap Rock to the Captain. Wilson, though the expert, Mr. Macartney, stated that Captain Wilson might have been under the influence of liquor. Then with regard to the Gap Rock incident, he asked the members of the Court to read the evidence and deduce any sign of anyone being under the influence of liquor, except Mr. Major. The next witness he had to deal with was Mr. Nicholas. Mr. Nicholas said he pointed out Gap Rock to the Captain. Wilson, though the expert, Mr. Macartney, stated that Captain Wilson might have been under the influence of liquor. Then with regard to the Gap Rock incident, he asked the members of the Court to read the evidence and deduce any sign of anyone being under the influence of liquor, except Mr. Major.

Would Captain Major have done so if he knew that Captain Wilson was under the influence of liquor? Certainly not. They had one more piece of striking evidence. That particular incident had been written up by Captain Wilson in a perfectly straight hand. If they were going to judge the case by the Gap Rock incident, Captain Wilson absolutely denied it and had the scrap log to support him. Two other incidents were also deposed to by Mr. Major, but they were not corroborated by a single other soul and they bore on their faces the stamp of falsehood. Mr. Major was not sure of the dates and gave a wrong date. The first incident he described with a wealth of detail and gave a wrong date on oath. He had stated that Captain Wilson had left Hongkong drunk. Could it be possible for him to do so? He had to go to the Harbour Office to get a clearance; to the owners for the ship's papers, and to the Senior Assistant Intelligence Officer for his confidential instructions. Could one believe a single part of that evidence? No value could be placed on the evidence of such people as Mr. Nicholas—a man who was ready to give a reference to oblige anyone should not have been given the character his learned friend had given him. He might have come to give evidence, simply to oblige his friend's client. Captain Major said he saw land on the port quarter, which Captain Wilson could not see. Captain Major saw it through the telescope. He said: "I saw land somewhere west on the port quarter." Mr. Alabaster submitted to the Court that if he saw land somewhere west on the port quarter he might have been able to see the Philippines Islands about a thousand miles away. There was a great similarity in the evidence given by Mr. Nicholas to that given by Mr. Major, especially in the use of the words: "I saw a remarkable change in Captain Wilson." His evidence was of no value. Now, as to the manoeuvre. They had heard a question put to Mr. Major by the Court. It was admitted by him that it was Captain Wilson who pointed out that the ship was heading to land, after the incident. They had the evidence of Mrs. Wilson as to the position of the white lights, but were the lights as they were? The Court had gone into the probabilities—were the lights those of the ship which, before the manoeuvre, had been a green and white light or was it a stern light? Captain Wilson saw it through naked eyes; Captain Major saw it through the glasses. He did not know what the conspiracy was, but it was evident they were trying to "do" Captain Wilson out of his job. As regards the failure in logging, the duty of a Master in logging was very clearly stated in the Merchant's Shipping Act. It was his duty to put in the official log the report of every offence committed by a member of his crew for which it was intended to prosecute. The Act went on to state that if he intended to prosecute and did not he would be liable to a fine not exceeding £5. But it was also clear that if he did not intend to prosecute he need not enter the particulars of the offence in the log. Captain Wilson had not intended to prosecute. Both he and Mr. Major had agreed to overlook it. Mr. Major had certain qualities in his favour. He knew the waters, he was a Chief Officer who did not drink. It was plain that Captain Major had planned the mutiny over a long-headed period. The incident had closed with the shaking of hands. They had card parties and music, and would any decent-minded man have done what followed? He had more confidence in Captain Wilson's than in Captain Major's story. With that he would leave the matter in the hands of the Court. The decision was reserved till next Friday, 1st February.

(Other Local News will be found on Page 6.)

INTIMATIONS

LANE, CRAWFORD

AND COMPANY.

WE HAVE JUST RECEIVED A NEW STOCK OF

"OAKMORE" BOOTS AND SHOES

MEDIUM WEIGHT
SHOES

IN BLACK AND BROWN.

HAND-SEWN
MARCHING BOOTS

AND

GOLF SHOES.

THE "OAKMORE" IS A THOROUGHLY
RELIABLE ENGLISH MAKE.
WE GUARANTEE EVERY PAIR.

LANE, CRAWFORD & CO.

(118)

SHERWIN-WILLIAMS

PAINTS & VARNISHES.

S. W. P.—PREPARED PAINT.

FLAT-TONE—A flat oil paint for interior decoration.

CONCRETE FINISH—The ideal paint for concrete and plaster walls.

WORLD BRAND ZINC—28 lb. pails.

"OLD DUTCH" ENAMEL.

Colour cards and information on application.



Andersen, Meyer & Co., Ltd.,
Sole Agents.
Hotel Mansions. Telephone 1980.



(119)

Wm. Powell Ltd

TELEPHONE 346

SPECIAL SHOW

SMART

GOWNS

FOR THE

RACES

AT

REASONABLE PRICES.

(120)

NEW ADVERTISEMENTS

HONGKONG JOCKEY CLUB

MEMBERS are reminded that Entries for the forthcoming Race Meeting close to the Undersecretary (SATURDAY), the 26th January, 1918.

It is requested that all Covers containing Entries may be delivered at the Office of the Hongkong Jockey Club, No. 3, Chater Road, Ground Floor of the Hongkong Club Annex, before 2 P.M.

T. F. HUGH,
Clerk of the Course.
Hongkong, 26th January, 1918. [1553]

UNION WATERBOAT CO., LTD.
NOTICE TO SHAREHOLDERS.

THE THIRTIETH ANNUAL GENERAL MEETING OF SHAREHOLDERS will be held in the Office of Messrs. DODWELL & CO., LIMITED, on TUESDAY, the 5th February, 1918, at 11.30 A.M., for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to 31st December, 1917.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th January to 5th February, 1918, both days inclusive.

DODWELL & COMPANY, LTD.,
General Managers.
Hongkong, 26th January, 1918. [1554]

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS in this Company will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 9th February, 1918, at 11.30 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1917.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th February to the 14th February (both days inclusive), during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 26th January, 1918. [1555]

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

NOTICE TO CONSIGNEES.
FROM PENANG AND SINGAPORE.

THE Steamship "S. JACOB" having arrived from the above ports: Consignees of Cargo by her are notified that all goods are being landed at their risk into the Godowns and/or on the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 2nd Feb. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 1st Feb. at 10 A.M.

Claims against the steamer must be presented in writing within 10 days after arrival of steamer, otherwise they will not be recognized. No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by JAYA-CHINA-JAPAN L.L.N., Agents.
Hongkong, 26th January, 1918. [1556]

BILLIARD CHAMPIONSHIP OF THE COLONY.

(Under the Auspices of the V.R.C.)

Preliminary Games ... 250.
Semi-Finals ... 500.
Final ... 1000.

All games to be played at the V.R.C. Winner of the competition to meet Sgt. W. P. in a game of 1000 up.

Entrance fee ... \$2.

Entries close to Mr. C. W. WHEELER, Hon. Secretary of the V.R.C., on the 31st inst.

Prizes: Championship Cup, Winner of Competition, Runner-Up, and for the Highest Break.

THE INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE Directors of the above Company have declared an INTERIM DIVIDEND of 3% (equal to 3/- per Share) on the Preferred Ordinary Shares and 6% (equal to 6/- per Share) on the Deferred Ordinary Shares calculated at the rate of 2/113 per Dollar.

Dividends are free of Income-tax for those Shareholders on the Colonial Register, and will be payable on and after FRIDAY, 15th February, 1918, at the Company's Office.

TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 7th February, to THURSDAY, 14th February, both days inclusive.

JARDINE MATHESON & Co., Ltd.,
General Managers.
Hongkong, 23rd January, 1918. [1549]

CANTON - C.M.S. GIRLS' BOARDING AND DAY SCHOOL.

ST. HILDAS - East Parade Ground.
Principal - Miss BENDELACK, M.A.,
Dep. Ed. Re-opens January 10th, 1918.
Thorough English and Chinese Education.
Fees moderate. [1550]

STRAITS MERCHANT SERVICE GUILD.

DISPENSARY Buildings, Raffles Place, Singapore, are HONORARY AGENTS for the Straits MERCHANT SERVICE Guild, where subscription are received, new members are enrolled and all members are welcomed as Visitors during their stay in port. [1558]

INTIMATIONS

NOTICE.

A. S. WATSON & CO., LTD.

ONE CERTIFICATE for One Hundred Shares Nos. 20241 to 20340 inclusive, in this Company, standing in the name of Mr. HAZARD V. PAVITTE, has been LOST; and if at the expiration of one month from the date hereof the above Certificate be not forthcoming, another Certificate for the said Shares will be issued by the Company, and thereafter no other will be acknowledged.

A. S. WATSON & CO., LTD.,
Hongkong, 16th January, 1918. [1552]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 491 for Twenty Shares Nos. 12023/12025 in this Company registered in the name of Mr. HAZARD V. PAVITTE, has been LOST, and if at the expiration of one month from the date hereof the above Certificate be not forthcoming, another Certificate for the said Shares will be issued by the Company, and thereafter no other will be acknowledged.

C. MONTAGUE EDE,
General Manager.
Hongkong, 1st January, 1918. [1461]

THE WEST POINT BUILDING CO., LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE MATHESON & COMPANY, LIMITED, on TUESDAY, 29th January, 1918, at 11.30 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1917.

The REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, 19th, to TUESDAY, 29th January, 1918 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
General Agents for the
WEST POINT BUILDING CO., LTD.
Hongkong, 11th January, 1918. [1567]

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
General Agents for the
WEST POINT BUILDING CO., LTD.
Hongkong, 11th January, 1918. [1567]

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,
General Agents for the
WEST POINT BUILDING CO., LTD.
Hongkong, 11th January, 1918. [1567]

THE HONGKONG CENTRAL ESTATE, LIMITED.

NOTICE IS HEREBY GIVEN that the FOURTH ORDINARY MEETING OF SHAREHOLDERS in the Office of Messrs. JARDINE MATHESON & COMPANY, LIMITED, on TUESDAY, 29th January, 1918, at 11.30 A.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1917.

The REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, 19th, to TUESDAY, 29th January, 1918 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
THE HONGKONG CENTRAL ESTATE, LIMITED,
A. SHELTON HOOPER,
Secretary to the
HONGKONG CENTRAL ESTATE, LIMITED.
Hongkong, 11th January, 1918. [1568]

By Order of the Board of Directors,
THE HONGKONG CENTRAL ESTATE, LIMITED,
A. SHELTON HOOPER,
Secretary to the
HONGKONG CENTRAL ESTATE, LIMITED.
Hongkong, 11th January, 1918. [1568]

By Order of the Board of Directors,
THE HONGKONG CENTRAL ESTATE, LIMITED,
A. SHELTON HOOPER,
Secretary to the
HONGKONG CENTRAL ESTATE, LIMITED.
Hongkong, 11th January, 1918. [1568]

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of Messrs. JARDINE MATHESON & COMPANY, LIMITED, on TUESDAY, 29th January, 1918, at Noon, for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December, 1917.

The REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, 19th, to TUESDAY, 29th January, 1918 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 11th January, 1918. [1569]

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 11th January, 1918. [1569]

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 11th January, 1918. [1569]

THE HONGKONG LAND RECLAMATION CO., LTD.

NOTICE IS HEREBY GIVEN that the SEVENTEENTH ORDINARY MEETING OF SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE MATHESON & COMPANY, LIMITED, on TUESDAY, 29th January, 1918, at 12.15 P.M., for the purpose of receiving the Report of the Directors together with the Statement of Accounts for the year ending 31st December, 1917.

The REGISTER OF SHARES of the Company will be CLOSED from SATURDAY, 19th, to TUESDAY, 29th January, 1918 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.
Hongkong, 11th January, 1918. [1510]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

THE NINETY-EIGHTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Masson, on TUESDAY, the 19th February, 1918, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1917.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to 18th February, 1918, both days inclusive.

By Order of the Board of Directors,
JOHN ARNOLD,
Auditor Secretary.
Hongkong, 21st January, 1918. [1558]

By Order of the Board of Directors,
JOHN ARNOLD,
Auditor Secretary.
Hongkong, 21st January, 1918. [1558]

By Order of the Board of Directors,
JOHN ARNOLD,
Auditor Secretary.
Hongkong, 21st January, 1918. [1558]

By Order of the Board of Directors,
JOHN ARNOLD,
Auditor Secretary.
Hongkong, 21st January, 1918. [1558]

By Order of the Board of Directors,
JOHN ARNOLD,
Auditor Secretary.
Hongkong, 21st January, 1918. [1558]

By Order of the Board of Directors,
JOHN ARNOLD,
Auditor Secretary.
Hongkong, 21st January, 1918. [1558]

By Order of the Board of Directors,
JOHN ARNOLD,
Auditor Secretary.
Hongkong, 21st January, 1918. [1558]

INTIMATIONS

HONGKONG JOCKEY CLUB.

MEMBERS and the Public are hereby notified that Mr. H. C. SANDFORD, for many years Hon. Treasurer of the Hongkong Jockey Club, having expressed his wish to be relieved from that Office, his resignation has been accepted.

Messrs. LINSTED & DAVIS have been appointed Secretaries and Treasurers to the Club as from the 10th January.

Members who have not yet paid their subscriptions for the Current season are requested to make payment to Messrs. LINSTED & DAVIS, who are hereby authorized to collect all monies due to the Club and will in future disburse funds in settlement of accounts owing.

Messrs. LINSTED & DAVIS will issue to Members and Members Ladies' Tickets of admission to the grand stand, and enclosure and will be in charge of the sale of Admission Tickets for the general public which may be obtained as heretofore from Messrs. KENT & WALSH, Ltd., or at the gate on Race Days.

By Order,
T. F. HUGH,
Clerk of the Course,
HONGKONG JOCKEY CLUB.
[1557]

By Order,
T. F. HUGH,
Clerk of the Course,
HONGKONG JOCKEY CLUB.
[1557]

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By Order,
T. F. HUGH,
Clerk of the Course,
HONGKONG JOCKEY CLUB.
[1557]

INTIMATION

COMPANIA GENERAL DE

TABACOS DE FILIPINA

NUEVO

CORTADO

EXTRA

\$3.00 per 100

A FIRST-CLASS CHEROOT

AT A CHEAP PRICE

A. S. WATSON & CO., LTD.,

OIGAR MEROHANTS.

TELEPHONE 815

HONGKONG OFFICE: 101, DES VOUX ROAD, C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 26th JANUARY, 1918

THE CONFUSION IN CHINA.

To attempt to describe the political situation in China to-day is to attempt the impossible. Amid the prevailing confusion and complication nothing stands out clearly or distinctly. Armies stand face to face in several parts of the Republic, particularly in the South-West and in Hupeh, while other armies are approaching one another. In any other country this would indicate terrible intestine strife and dreadful slaughter, but not so in China. A few shots may be exchanged, and innocent civilians and a few soldiers may be killed, but wholesale carnage is certain not to result. It is impossible to forecast political action which may be taken by military forces. Demonstrations in strength on the part of Northern generals are expected to have excellent results in Hupeh, but as these demonstrations cannot be carried out in the South for the simple reason that it is not easy to transport troops to these centres of political unrest, Kwangtung, Kwangsi, Kweichow and Yunnan may be expected to maintain their independence of Peking until they grow tired of it, or until compromise and a judicious distribution of dollars bring about an agreement between the North and South. This situation is complicated by the resignation of Li Shun, of Nan-king, leader of the three Yangtze Tachuns who caused the fall of the Tuan Cabinet a few months ago by suggesting that peace overtures should be made to the South and that Parliament should be restored. It has always been assumed that these Tachuns must have been given to understand that their action met with the approval of the President, who has direct military authority over them, and it has since been suggested that when the President found the military men of the North were too strong for him he deserted his friends in the Yangtze. For a time Li Shun looked as if he would rise to the highest office in the land, but fate has played him a scurvy trick. He has learned by painful experience that it is not wise to put one's faith in Presidents. Li Shun had prospects of playing an important rôle as mediator between the North and South, but his power has been weakened in consequence of the President departing under a certain measure of compulsion, no doubt from his policy of peace and agreeing to the war programme of the Northern Tachuns, who have been breathing fire for months and threaten to fight the South themselves if the Government does not do so. What else could a perplexed President do in the circumstances? Li Shun, however, is not of the meteoric type. That he is still a power and an influence in the land is shown by the fact that the President does not wish to accept his resignation and urges him to retain his post. The Chinese Press has circulated several rumors as to his motives. One section credits him with the intention of resigning in order to free himself from entangling influences, either the better to associate himself with the South or to make it easier to be persuaded to join the ranks of the North. Whatever decision he makes will decide the attitude of the Yangtze valley, as the governors and generals of these Provinces will follow him. This view is entertained by a number of experienced and well-informed onlookers, but in China, as elsewhere, things are not always what they seem, and it may very well be doubted if the fate of the Yangtze valley will be so easily determined. In a word, nothing is certain, nothing is definite, nothing is clear.

News has been received that Major Litt of the 4th Battalion of the K.S.L.I. has been wounded in France, but that he is doing well.

The total output of the Kailan Mining Administration's mines for the week ending 12th January amounted to 71,199 tons and the sales to 52,824 tons.

The sub-manager of a Chinese shop at 121, Des Vaux Road Central has reported to the Police that on the night of the 24th instant some person or persons effected an entrance into the shop. A key was removed from an unlocked drawer in the shop counter, the safe was opened, and bank-notes to the value of \$3,070 were stolen.

The "Hongkong Weekly Press" published this morning, contains a full account of the sensational occurrence in Gresson Street and a description of the funeral of the victim, as well as a report of the Marine Court Inquiry. Orders for copies should be sent immediately to the Daily Press office.

The body of Detective P.C. No. 29 Kwong Sang, who was shot through the stomach at 6, Gresson Street, was removed from the Government Civil Hospital on Thursday evening to Salt Fish Lane, whence it will be conveyed to the country for burial. The body was followed by a detachment of the Chinese Police and by several members of the European Force.

In the Summary Court much amusement was created when a defendant, whose name was called out, stepped into the dock instead of the witness-box. The Chief Justice laughingly remarked to the defendant that it was a very bad omen. Some further popular comment was caused when Mr. J. H. Gardner appeared for a party in four suits of a similar nature, in two of which he represented the man as plaintiff and in two as the defendant.

"The Stunts," who are giving a performance at Macao to-night in aid of the Portuguese Red Cross Fund, under the distinguished patronage of Lady Vieira de Matos, wife of H.E. the Acting Governor of Macao, have been invited by the members of the Club de Macao to a *soirée* after the performance. The invitation is not confined to "The Stunts" only, but is extended to all friends accompanying them to Macao for the purpose of being present at the performance, which takes place at the D. Pedro Theatre commencing at 8 P.M.

Counsel for the petitioner in a recent divorce case said that he had a witness to support the allegations, but although served with a subpoena, he had said that he would not come to court, and that the judge's promise to order his arrest was threatened by his wife's lawyer.

His English wife, I cannot say that his English wife was wrong (laughter).

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CORRESPONDENCE.

THE GRESSON STREET TRAGEDY.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

Sir, - Regarding the lamentable Gresson Street affair, it is apparent that the various tributes in the form of leaders, editorials, and articles, are likely to create a wrong impression amongst the general public, principally because of their pointed references to the fact that Inspector O'Sullivan and Sergt. Clarke were, apparently unarmed and the inference therefrom that arms were not supplied them. To infer anything of the sort is fair neither to the deceased officers nor to the Government.

As a police officer of some experience, I deem it necessary that the general public should be shown the true perspective of things and that wrongful impressions be removed.

The "job" which the late officers were performing, i.e., the searching of a suspected house, was, in itself, a very ordinary one for the average policeman. In the course of a year there are dozens of houses searched, and in eighty per cent. of such searches the police draw blank.

In most cases the information obtained is not definite, but a search is, nevertheless, made more or less on "spec."

Now, every police officer is armed, i.e., he has arms supplied him by the Government, but experience has taught most policemen that it is only on exceptional occasions he need go armed to the teeth.

The use of fire-arms has, at all times, to be exercised with caution, and no police officer cares to make himself ridiculous by the too promiscuous use of arms, especially in dwelling-houses. That is not the policeman's way - at least, the British policeman's.

Seldom is serious trouble anticipated. The rule is otherwise, and the Gresson Street case proves it, because it is an exceptional case which stands out by itself in the whole history of this Colony.

Does anyone for a moment imagine that these two unfortunate officers knew that they were to strike such a gang of ruffians, or believe that in the circumstances of the case arms would have saved their lives? Certain it is that no persons knowing anything of the daily work of a policeman will believe anything of the sort.

They went to search this particular house and had to use their hands for other purposes than holding revolvers. Probably, at their first entrance, everything appeared quiet and normal, and such being the case, revolvers, even had the officers possessed them, would not have been drawn. Everything being quiet, search would begin, and the fact that both officers were found in the back cubicle, showed that their search was in progress. It was whilst conducting this search and whilst so occupied that both men were so treacherously shot at and killed without warning. Neither I, nor any other policeman, will ever believe that the mere possession of arms - a whole arsenal of them - would have saved their lives.

They met their deaths through an unfortunate mischance and not from either carelessness or inexperience, nor because they were unarmed, but because they were unfortunate enough to meet a gang of brutal and callous criminals to whom the killing of these two gallant officers was but a necessary incident.

There are risks to be borne in all trades and professions. Inspector O'Sullivan and Sergeant Clarke were policemen, and both took the attendant risks of their profession. The question whether they were armed or unarmed is, therefore, as I have endeavoured to show, one of little importance. Yours, etc.

HONGKONG, January 25th, 1918.

[No suggestion, as far as we are aware, has been made that police officers have not arms placed at their disposal by the Government; the ground of criticism is that they are not, apparently, armed in the manner that they should carry arms in the discharge of their duties of a dangerous nature. That the Chinese submit quietly, as a rule, to the searching of their premises for stolen goods is no argument against taking precautions to guard against the exceptions. The majority of Chinese respect life and property at night, but that does not prevent the police on night patrols from being armed. Whether the unfortunate officers who lost their lives on Tuesday would still be with us to-day if they had been armed is, of course, impossible for anyone to say, but it seems reasonable to assume that their chances would have been greater. In any case, no harm could have been done, and possibly they might have accounted for one or two of the gang now at large. There are, it is true, risks in every calling, though more in some than in others, and a prudent man neglects to take reasonable precautions against them. - EN. H.D.P.]

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The spirit of our men in this fighting has never been more audacious in attack nor more enduring in defense. In attack it is shown, as one example out of a hundred, when two young North Carolina officers on the night before Sir John Byng's historic victory went out to the advance of a tank in front of our line through the enemy's barbed wire at Havincourt, and reconnoitered the ground so well that many lives were saved by their guidance, and the few scraps left written about these North Carolina troops who fought through Bourneville on November 27th do justice to the most amazing fight in which we beat back the enemy from hurried house fighting from wall to wall, gained

(Continued at foot of next column)

high ground which had been lost in Wood by heavy counter-attacks that night, and made it a defence. It was a Yorkshire man, rescued the East Surreys left in the village—500 of them, with several. A signaller came back through enemy's lines with news of the attack and then collapsed after handing the message. An officer volunteered to go to the village and guide the East Surreys back. He went in, right through enemy's lines, through streets of the village, past machine-gun posts, and gave the guidance which helped to rescue the East Surreys. London men, who have done acts as brave as any, which one day must be told in the *Telegraph*.

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"WINGSANG" Sun. 27th Jan. D'light

"TAISANG" Tuesday, 29th Jan. 7 a.m.

SHANGHAI

"KOOKSHING" Fri. 1st Feb. D'light

HAIPHONG

"YUENSANG" Friday, 1st Feb. 3 p.m.

MANILA

"LUONGSANG" Friday, 8th Feb. 3 p.m.

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Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

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STRAITS SETTLEMENTS

Batavia, Samarang, Padang, Soerabaya, Madoera, East Coast of Sumatra.

OFFICES OF COAST AND RIVER STEAMERS

WEATHER REPORT.

January 25th, at 12.10.—No returns from Japan and Vladivostok. The anti-cyclone has increased in intensity, and pressure has increased slightly to moderately along the east and south coast of China; it has decreased slightly over Annam and the Philippines.

Strong monsoon will prevail along the China Coast, and over the N. China S.E.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since 1st January, 0.00 inch, against an average of 0.44 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

District Forecast.

Hongkong to Gap Road—N.E. gale, moderating; fine.

Forecast Uthmaniyah—Northerly gale.

South Coast of China between the same as Hongkong and Uthmaniyah—No. 1.

South Coast of China between the same as Hongkong and Uthmaniyah—No. 1.

CHINA COAST METEOROLOGICAL REGISTER

21st JANUARY, A.M.

dirotstook	30.1	50.0	85	W	100	Cloudy
manro	30.1	50.0	85	W	100	Cloudy
rodaste	30.1	50.0	85	W	100	Cloudy
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chi	30.1	50.0	85	W	100	Cloudy
gaski	30.1	50.0	85	W	100	Cloudy
gogahima	30.1	50.0	85	W	100	Cloudy
nima	30.1	50.0	85	W	100	Cloudy
he	30.1	50.0	85	W	100	Cloudy
jima	30.1	50.0	85	W	100	Cloudy
nin lyland	30.1	50.0	85	W	100	Cloudy
hishwel	30.1	50.0	85	W	100	Cloudy
know	30.1	50.0	85	W	100	Cloudy
king	30.1	50.0	85	W	100	Cloudy
kingang	30.1	50.0	85	W	100	Cloudy
sagida	30.1	50.0	85	W	100	Cloudy
anghal	30.1	50.0	85	W	100	Cloudy
statal	30.1	50.0	85	W	100	Cloudy
roy took	30.1	50.0	85	W	100	Cloudy
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pehun	30.1	50.0	85	W	100	Cloudy
wodocore	30.1	50.0	85	W	100	Cloudy
anton	30.1	50.0	85	W	100	Cloudy
longang	30.1	50.0	85	W	100	Cloudy
up hook	30.1	50.0	85	W	100	Cloudy
hook	30.1	50.0	85	W	100	Cloudy
chow	30.1	50.0	85	W	100	Cloudy
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atkol	30.1	50.0	85	W	100	Cloudy
brilen	30.1	50.0	85	W	100	Cloudy
trano	30.1	50.0	85	W	100	Cloudy
peance/ance	30.1	50.0	85	W	100	Cloudy
parr	30.1	50.0	85	W	100	Cloudy
agapan	30.1	50.0	85	W	100	Cloudy
landie	30.1	50.0	85	W	100	Cloudy
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gogahima	30.1	50.0	85	W	100	Cloudy
colio	30.1	50.0	85	W	100	Cloudy
urug	30.1	50.0	85	W	100	Cloudy
aruan	30.1	50.0	85	W	100	Cloudy
abuhua	30.1	50.0	85	W	100	Cloudy

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SHANGHAI	"SUICHOW"	On 29th Jan. 3 P.M.
SHANGHAI	"TUNGKANG"	On 31st Jan. 3 P.M.
TSINGTAO, WELHA, WEL & CHONG	"HUICHOW"	On 31st Jan. 3 P.M.

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Sound the World Ticker and Through Tickets to New York a connection with the Principal Lines.
Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected at which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors Master, GODDARD & LUTHER, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fare, Freight, Handbooks, Dates of Sailing, etc., apply to
E. V. D. FARR.
Superintendent.

NIPPON YUSEN KAISHA.
THE JAPAN MAIL STEAMSHIP CO.

LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN and MADAGASCAR.

SYDNEY and MELBOURNE, VIA MANILA, ZAMBOANGA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.

CALCUTTA VIA SINGAPORE, PENANG and RANGOON.

BOMBAY VIA SINGAPORE, MALACCA and COLOMBO.

NAGASAKI KOBE and YOKOHAMA ... S. SUWA MARU ... WEDNESDAY, 13th Feb. at Noon.

YOKOHAMA ... S. FUSHIMI MARU ... WEDNESDAY, 13th Mar. at Noon.

SHANGHAI KOBE and YOKOHAMA ... S. IYO MARU ... WEDNESDAY, 20th Feb. at Noon.

SHANGHAI KOBE and YOKOHAMA ... COLOMBO MARU ... MONDAY, 29th Jan. at Noon.

YOKOHAMA ... CEYLON MARU ... SATURDAY, 2nd Feb. at Noon.

SHANGHAI ... TENSHIN MARU ... MONDAY, 29th Jan. at Noon.

EASTBOUND NEW YORK LINE
VIA PANAMA CANAL.
(CARGO ONLY).

NEW YORK VIA SHANGHAI KOBE YOKOHAMA SAN FRANCISCO, PANAMA AND COLON.

For Further Information, apply to—
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SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hongkong
SHINYO MARU	22,000	SAT. 28th Feb.
PERIA MARU	8,000	FRI. 28th Feb.
KOREA MARU	18,000	SAT. 9th Mar.
SIBERIA MARU	18,000	FRI. 22nd Mar.
TENYO MARU	22,000	SAT. 6th Apr.
NIPPON MARU	11,000	TUES. 16th Apr.

The ss. "Nippon Maru" and ss. "Peria Maru" will call at Shanghai.

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, URUGUAY, BALBOA, CALLAO, ARICA AND IQUIQUE.
THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AIRES.

ANYO MARU ... 18,500 Tons
KIYO MARU ... 17,800
SEIYO MARU ... 14,000

Tickets are interchangeable with the OLYMPIAN PACIFIC OCEAN SERVICE, LINA, and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports of Call in Japan free of Charge.
For full information as to rates, sailings, etc., apply to—
T. DAIGO, Agent.
King's Building.

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SERVICE TO AND FROM JAPAN VIA SHANGHAI.
SERVICE TO AND FROM EUROPE.

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong, Tourane, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY
Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.
For full particulars regarding sailings, apply to
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O. S. K.
OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

North American Line. For Victoria, Seattle and Tacoma, via SEASOON, MANILA, MAGASAKI, KOBE, KOREA and YOKOHAMA.

"MANILA MARU" ... THURSDAY, 31st Jan. at 3 P.M.
"CHICAGO MARU" ... TUESDAY, 12th Feb. at 3 P.M.
"MEXICO MARU" ... THURSDAY, 28th Feb. at 3 P.M.

NORTH AMERICAN LINE.—This line maintains a regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connection are made at Puget Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE.—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE.—Weekly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE.—Fortnightly service for Bombay calling at Singapore, and Colombo. At present this line's steamers maintain cargo only.

JAVA LINE.—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE.—For Tamsui, Keelung and Anying, Takao, via Swallow and Amoy.

"AMAKUSA MARU" ... MONDAY, 29th Jan. at 10 A.M.
"ROSHU MARU" ... THURSDAY, 31st Jan. at 8 A.M.
"KALU MARU" ... SUNDAY, 3rd Feb. at 10 A.M.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 76 will be fixed.
For FURTHER INFORMATION, apply to—
K. YAMASAKI, Manager.
No. 1, Queen's Building.
Tel. Nos. 744 and 745.

CHINA MAIL S.S. CO., LTD.
FREIGHT AND PASSENGERS
S.S. "CHINA"
WILL SAIL FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, NAGASAKI, YOKOHAMA AND HONOLULU TO SAN FRANCISCO.
JAN. 27, at Noon, and APRIL 10, 1918.
AN UNPARALLELED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE PORTS.
D. H. MITCHELL, Manager.
Freight Office, 1st Floor, Queen's Building.

